

**Attachment 1**

**Draft Meeting Notes  
Bicycle and Pedestrian Task Force**

**MEETING DATE:** March 16, 2016

**MEETING LOCATION:** CMAP Offices

**CALLED TO ORDER:** 1:00 p.m.

**ATTENDANCE:**

**TASK FORCE MEMBERS OR ALTERNATES:**

Keith Privett, CDOT, Co-Chair  
Bruce Christensen, LDOT  
Randy Neufeld, SRAM Corp (on phone)  
Ed Barsotti, Ride Illinois  
Dan Thomas, DuPage County DOT  
Jessica Ortega, DuPage Co. Forest Preserve  
Kevin Stanciel, RTA  
Patrick Knapp, KKCOM  
Karen Shinnars, Pace (on phone)  
Brian Hacker, Metra  
Pamela Sielski, Cook County Forest Preserve District (on phone)  
Allan Mellis, Citizen

**ABSENT:**

Ron Burke, Active Transportation Alliance  
Greg Piland, FHWA  
Aren Kriks, IDOT  
Richard Bascomb, Village of Schaumburg  
Gin Kilgore, Bike Winter / LIB  
Christina Arthur, CTA  
Dave Longo, IDNR  
Kyle Smith, CNT

**CMAP STAFF:**

John O'Neal  
Craig Heather  
Aaron Brown  
Kristin Ihnchak  
Jesse Elam  
Brian Daly  
Doug Ferguson  
Tom Murtha

**OTHERS:**

Cori Crawford, FPDWC  
Christopher Kelly, Citizen/Advocate  
Mathew Lew, Village of Lombard  
Mike Amsden, CDOT  
Mike Walczak, NWMC  
Marty Mueller, Knight E/A Inc.  
Kristen Maddox, Alta Planning + Design

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved.*

## **3.0 Local and Regional Planning**

### **3.1 ON TO 2050 Comprehensive Regional Plan**

CMAP staff (Kristin Ihnchak) provided an update on the development of the new comprehensive regional plan, ON TO 2050. Ms. Ihnchak gave the Task Force an overview of the plan's anticipated structure and organizing principles, broad goals, planning process and timeline, and opportunities for input. She described policy areas that the new plan would cover (and which were not dealt with extensively in GO TO 2040), including a "place-based approach," which will be developed in more detail over the next year. She stated that adoption is planned for October of 2018.

She stated that there would be three main periods for public input: 1) the current broad outreach to inform stakeholders of the planning effort currently underway and to obtain input on the broad goals; 2) events centered around regional opportunities and challenges, and 3) forum events around specific topics. The latter would begin in April and continue throughout the planning process. Intensive outreach would occur in the summer of 2017, and release of the draft plan is scheduled for summer of 2018.

She described the topic-specific resource groups that would be consulted, including (very likely) the Bicycle and Pedestrian Task Force, and the strategy papers on specific topics that would be developed over the course of the next year.

Mr. Mellis asked if the new plan would make a stronger connection between its broad goals and recommendations and the list of constrained projects to be funded, which in the case of GO TO 2040 did not include any bicycle or pedestrian projects. He explained that he believed that funding recommendations and broader comprehensive plan goals and strategies could be brought into better alignment and made to reflect and support each other more powerfully. He added that

he hoped that historic preservation would also be included in a stronger, more detailed fashion that was the case in GO TO 2040.

Ms. Ihnchak stated that staff was considering lower the threshold for major capital projects, but that, even if lowered, these projects would still be very large, mostly highway and transit projects, but that they could, when appropriate, be leveraged to better and/or more often include all modes of travel. Mr. Mellis responded that, basically, he was asking that funding decisions should, to the greatest extent possible, be plan-generated rather than politically-generated.

### **3.2 Regional Greenways and Trails Plan Update**

CMAAP staff (Brian Daly) reported on the status of the project to update the Regional Greenways and Trails Plan. He discussed the project team's on-going efforts in collecting and processing up-to-date trails and bikeways data from sub-regional planning and implementing agencies, as well as preliminary mapping/visualization of this data in conjunction with data from CMAAP's Bikeway Inventory System geodatabase. Mr. Daly described the planned outreach and engagement process (to sub-regional and, in some cases, local agencies) to verify data and to obtain new information on existing and planned trails and on trail priorities, and to develop a unified definition of regional trails/greenways and other policy questions to be addressed.

Mr. Mellis asked if the plan would address trailheads and access to trails. Mr. Daly stated that, other than very general guidance on the need to provide access, the geographic scale of the region and the "high altitude" and conceptual nature of the corridors being identified in the plan would likely preclude that level of detail but that sub-regional and local agencies would be encouraged to develop more detailed plans for convenient, safe access.

### **3.3 City of Chicago Loop Link Project – Bicycle and Pedestrian Components**

Staff from the City of Chicago (Mike Amsden and Keith Privett) presented on the Loop Link, which recently began operations. They described the Loop Link as a multimodal transportation upgrade (to existing bus service) along Washington, Madison, Clinton, and Canal streets in the City's central business district, connecting Union and Ogilvie stations with destinations and transportation facilities across the Loop to Michigan Avenue. They emphasized that while this project is primarily a transit project, it did include extensive and progressive bicycle and pedestrian elements, such as protected bike lanes, wider sidewalks, and street design and streetscaping aimed at creating safer, more vibrant, multimodal, and economically strong streets. CDOT staff focused their presentation, therefore, on the bicycle and pedestrian components of the project.

Mr. Mellis, in response to enumeration of potential benefits of the project, asked how the City would measure (success or failure). Mr. Amsden stated that safety was a primary concern and would be tracked, as well as mode share, and over time, economic activity. He emphasized that the time-frame for judging project design and function was long-term and that, as with all complex transportation and public rights-of-way projects, evaluation and tweaks (both large and small) would be part of the process. The goal is to move people more effectively, efficiently, safely, and to make the Loop a better place to travel, visit, work, shop, and live in.

### **4.0 Pedestrian and Bicycle Project Programming**

#### **4.1 CMAP Bicycle Switching Model and Bicycle Usage Survey**

CMAP staff (Craig Heither) presented on an effort to develop a Bicycle Switching Model, which could assist or perhaps replace the simple spreadsheet tool currently being used to estimate the air quality benefits of proposed bicycle improvements during the project evaluation process (for CMAQ projects). The goal, they explained, of this and other on-going efforts is to improve the methods used in both the CMAQ and TAP programs to evaluate and fund bicycle improvements using performance-based criteria.

Mr. Heither explained that CMAP programming and modeling staff's goal is to develop a more robust analysis tool to estimate how often a person will "switch to bicycle" from another mode. In addition to – and as part of – the bike switching model, Mr. Heither introduced an online survey CMAP is launching to help calibrate the model, and asked that Task Force members take the survey and help get the word out to others.

Mr. Neufeld, on the telephone, stated that he wished that CMAP staff would have reached out at an earlier point in the development of this model to Task Force members, who have considerable experience and knowledge about potential ways to measure and predict the impact of projects. CMAP staff stated that the method was still in development and that they would follow-up to set up a meeting with Mr. Neufeld and other Task Force members or practitioners, who have knowledge and experience that would be of value in helping to develop a more robust methodology for evaluating project proposals

#### **4.2 Ride Illinois (formerly League of Illinois Bicyclists) – Motorist-Directed Bicycle Passing Signage**

Ride Illinois' Chief Programs Officer (and Task Force member), Ed Barsotti, presented on his organization's investigation of motorist-directed signage alternatives to the "Share the Road" sign. The "Share the Road" sign has been found in a number of recent behavioral studies, to be too vague to be effective. The investigations have typically focused on motorist passing of bicycles along routes where cyclists and motor vehicles share general-purpose travel lanes. Using these investigations and Ride Illinois own research as a starting point, three signage options were verified for MUTCD compliance and discussed with IDOT for possible adoption as state standards. Mr. Barsotti presented the technical brief, which he produced on this issue, and which describes in detail the three alternatives. He also discussed his organization's desire and efforts to work directly with roadway agencies to install the new, more effective signage at priority locations.

#### **5.0 Project Updates**

Ms. Ortega gave the Task Force an update on FPDDC projects, including West Branch Trail projects at Fair Oaks, Winfield Mounds, and County Farm Road.

Ms. Sielski (on the phone) gave the Task Force a brief update on the southern extension of the North Branch Trail.

#### **6.0 Public Comment, Announcements, and Other Business**

No comments.

### **7.0 2014 Meeting Dates**

The Chair reminded Task Force members of the (remaining) proposed 2016 meeting dates:

- Wednesday, June 15, 2016 at 1:00 p.m
- Wednesday, September 21, 2016 at 1:00 p.m
- Wednesday, December 14, 2016 at 1:00 p.m

**7.0 Adjournment:** 3:00 PM